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1964



THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VII., No. 2.

February, 1964

A Twenty-four Hour Job!

Every day along our highways you see the maintenance crews—employees dedicated to keeping the lifelines of the state safe, convenient and open at all times.

It's a round-the-clock task. It continues while the rest of us sleep during emergencies, ever guarding, ever repairing and ever vigilant.

Day by day, maintenance crews in every part of the state are continually repairing, patching and resurfacing highways.

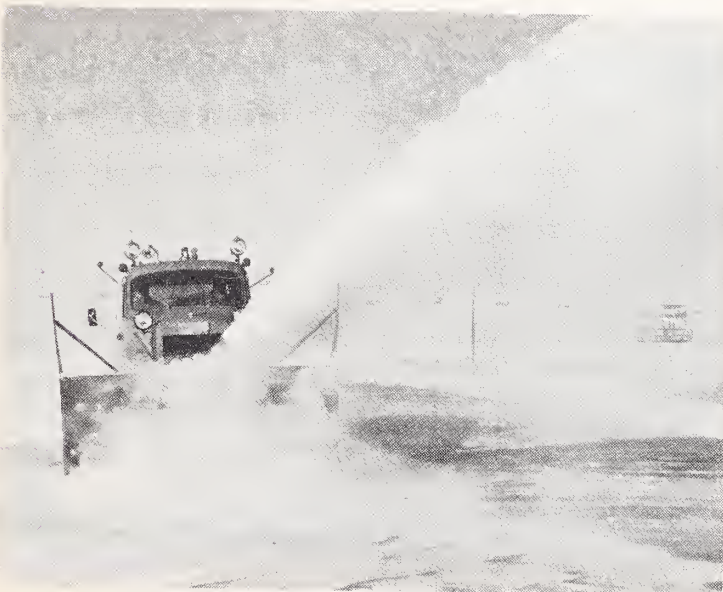
You can see the men, the equipment and the materials on every highway. They are the guardians of your highways. Their job is to protect you, the traveling public, without fail so that you and your family can ride with safety, with speed and with pleasure along a modern system of highways.

On behalf of these loyal employees, who daily risk their lives when working on the driving surface of highways, we urge you to

DRIVE SLOW!

**MEN
WORKING**

Thank You!





GOVERNOR

Tim Babcock

STATE HIGHWAY COMMISSION

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year, and 8,000 lives a year when the entire 41,000-mile system is completed in 1972.

"The lives saved by the Interstate Highway System demonstrates the safety advantages of controlled-access freeways," Mr. Whitton said, "but more importantly they emphasize the need to make all our roads and streets safer. A traffic accident toll of over 43,000 fatalities is unacceptable in a nation with our proved ability to make highway travel safer. We can and we must reduce this tragic toll by adopting all known safety devices and techniques for our nation's highways."

A study recently published by the Bureau of Public Roads shows that completed portions of the Interstate Highway System had a traffic accident fatality rate of 2.8 fatalities per 100 million vehicle-miles, compared with a rate of 9.7 per 100 million vehicle-miles on the older highways in the same traffic corridors which formerly carried most of the present Interstate traffic. The rate on all highways that have been carrying most of the traffic that will be served by the completed Interstate Highway System is calculated as 6.9. Thus, the study indicates, travel on the Interstate should be almost 2½ times as safe as travel on older highways, and may save 6,000 lives a year.

An additional 2,000 lives may be saved each year because of the reduction of the fatality rate on older highways as they are relieved of traffic by the Interstate Highway System. The fatality rate on the older highways studied decreased to 5.1 after Interstate Highway sections were opened in the same traffic corridors. The combined rate for Interstate and other highways in the traffic corridors studied was 3.5.

The study found control of access to be the most important single factor contributing to the excellent safety record of the Interstate Highway System, but that other design features, such as wide lanes, broad medians, easy curvature and grades, and long sight distress, also are important to the safety of the system.

Head-on crashes, opposite-direction side-swipes, and angle and pedestrian collisions have been virtually eliminated from the Interstate Highway System. About one-third of

AWARD SHEET Project No.	Amount	Bidder	LETTING OF JAN. 29, 1964 Address
I-IG 90-1(27) 65 U1, I 90-1(28) 72 U1 & S 419(3) Tarkio-East & Cyr Bridge West (Road) Mineral County	\$ 1,509,908.73	Murphy Bros., Inc.	Spokane, Wash.
I-IG 90-1(27) 65 U2 & I 90-1(28) 72 U2 Tarkio-East (Fencing) Mineral County	\$ 53,409.70	Strandberg & Assoc. & Glenn Mininger Const.	Helena, Mont.
S 15 (10) Poplar-Flaxville (Surfacing) Roosevelt County	\$ 220,741.03	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
S 65 (7) Clearwater-Bigfork (Surfacing) Lake & Flathead Counties	\$ 302,155.16	Walter Laas	Chester, Mont.
ROW S 413(2) & ROW S 414(2) Hall East & West (Fencing) Granite County	\$ 3,161.60	Glenn Mininger Const.	Austin, Mont.
SMP 2299-64 Various (Crushing & Stockpiling) Jefferson & Lewis & Clark Cos.	\$ 106,700.00	Helena Sand & Gravel Co.	Helena, Mont.

LIFE SAVING INTERSTATE

Approximately 3,000 persons who might otherwise have been killed in traffic accidents during 1963, when highway fatalities reached an all-time high of 43,400, are alive today because of travel on sections of the Interstate Highway System now open to traffic, Federal Highway Administrator Rex M. Whitton said recently.

Mr. Whitton, who as head of the U. S. Department of Commerce's Bureau of Public Roads directs the Federal-aid program under which the Interstate Highway System is being built, said travel on already completed sections may save an estimated 3,500 lives this

the collisions that do occur are the rear-end or same direction sideswipe types, and nearly all of the remaining accidents involve only a single vehicle, the study revealed.

INTERSTATE PROGRESS

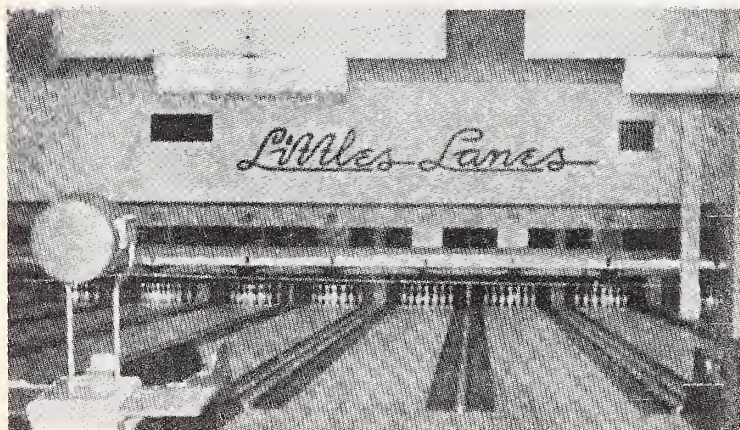
Nearly 17,000 miles of Interstate Highways in our nation are open to traffic, and construction is under way on an additional 5,000 miles.

According to the Bureau of Public Roads some \$18.3 billion has been put to work on the Interstate System since 1956.

In Montana, of the 1,179 miles that have been allocated to this state, which has the seventh highest total miles of Interstate in the nation, we have 453 miles under way, and 274 open to traffic. Montana ranks 12th in the nation as far as work being under way.

The 453 mile figure above represents work in the engineering, right-of-way, or construction phase.

As far as construction contracts are concerned, Montana has either completed, or has work under way on 412 miles.



This is the site of the 3rd annual Highway Bowling Tournament to be held in Great Falls on April 18 and 19.

The committee in the Electric City has arranged the event so that all who go will have a good time, and the more that enter the more prize money there will be. Be sure and get your entry blanks in early!

INFORMATIONAL MEETINGS

Several very successful public meetings have been held recently in several cities of the state to acquaint local people with the workings of the Highway Department.

Meetings have been held in Cut Bank, Butte, Missoula, Fort Benton, and Billings. Scheduled for February 13 is one for Bozeman; February 27, in Livingston, and March 19th in Malta.

The crew that usually attends from the Highway includes the Commissioner of that district; Fred Quinnell, Jr., State Highway Engineer; Don DeVore, Technical Engineer; Cliff Thompson, Pre-Construction Engineer; Lewis Chittim, Right-of-Way Engineer; Fred Wells, Secondary Roads Engineer; Arthur Quinnell, Assistant Interstate Engineer; Howard Buswell, Planning Survey Engineer; George Sime, Public Information Coordinator; and the District and Division Engineer from that area.

Written questions are turned in ahead of time so that answers that require research can be prepared. In some instances, written questions are also accepted during the meeting.

In Butte, Missoula and Billings, large aerial photos of the city were presented to the sponsoring body for their use.

The meetings are arranged by the Public Information Section, but due to the number of key personnel involved, they must necessarily be held to only one or two a month, and planned for long in advance.

Any organization or cities wishing to sponsor such a meeting in their area will be given consideration.

420 YEARS OF SERVICE

Service awards were presented to the following employees during the month of January:

Bert Moore, William H. Defferding, and Byron F. Black, 30 years. Lewis M. Chittim, 25 years. Warren L. Hersman, 20 years.

All of the following are 15 year award members: Matt J. Vranish, George G. Phillips, Lawrence S. Nelson, George L. Lemon,

(Continued on Page 4)

SERVICE AWARDS

(Continued from Page 3)

Lloyd E. Kunkel, William J. Hauck, Jesse I. Freshour, Chester C. Cleland, Delmar F. Bor-
er and Richard A. Berg.

Recipients of 10 year awards were Ervin R. Simpson, John E. Seelye, Alberta S. Rodda, Claude H. Miller, S. P. Joseph, Kenneth A. Clothier, Arthur Braut.

Five year recipients are as follows: William Glenn Tonkin, Allen C. Stenhjem, Dorris G. Stalker, Edward F. Morello, Cecil W. Lincoln, Gerald L. Kuester, C. David Garton, Donald Dominic Favero, Walter J. Erickson, Donald Delmonica, John P. Birch, Jr., Robert D. Benson and Wade E. Barnes.

THANK YOU, DR. THOMPSON

Mr. George Sime, Editor
The Center Line—Mont. Highway Com.
Helena, Montana

Dear George:

We have been receiving the Center Line regularly and do enjoy reading it. It is a refreshing experience in my work to read of the progress made in the highway department. Your publication is always well done and the photography and art work are outstanding. In our State where we have such a limited budget, I think it is important for the average citizen, like myself, to know what the Highway Department is doing. We enjoy the big map with the Projects under contract. It certainly shows the accomplishments of the past and the plans of the future.

I hope your efforts continue to make "The Center Line" bigger and better.

Best regards,

WAYNE E. THOMPSON, D.D.S.

MATERIAL TEST TOTALS UP

Roy H. Gagle, head of the MHD Lab, came up with some interesting figures for Centerline. In 1963 a new record was established for material tests in the Helena Lab. Over 25,000 tests of various construction materials were made. This shows a marked increase over the 18,000 tests made during 1962.

Of the total, 11,000 were made on concrete, and over 14,000 tests were conducted on sand, gravel, soil, cement and many other miscellaneous items used in highway construction.

316.4 MILES FOR 1963

Projects awarded during our record 1963 year included 58 separate Interstate projects for a total of 67.821 miles of new construction, awarded at a total contract price of \$27,638,524.

On the Primary System, there were 27 projects for a total of 80.328 miles, awarded at a contract cost of \$9,713,147.49, while on the Secondary System, there were 31 contracts for 160.957 miles, at a contract cost of \$10,201,034.

Urban projects were awarded on 7.287 miles.

BOZEMAN RECEIVES PORTRAIT



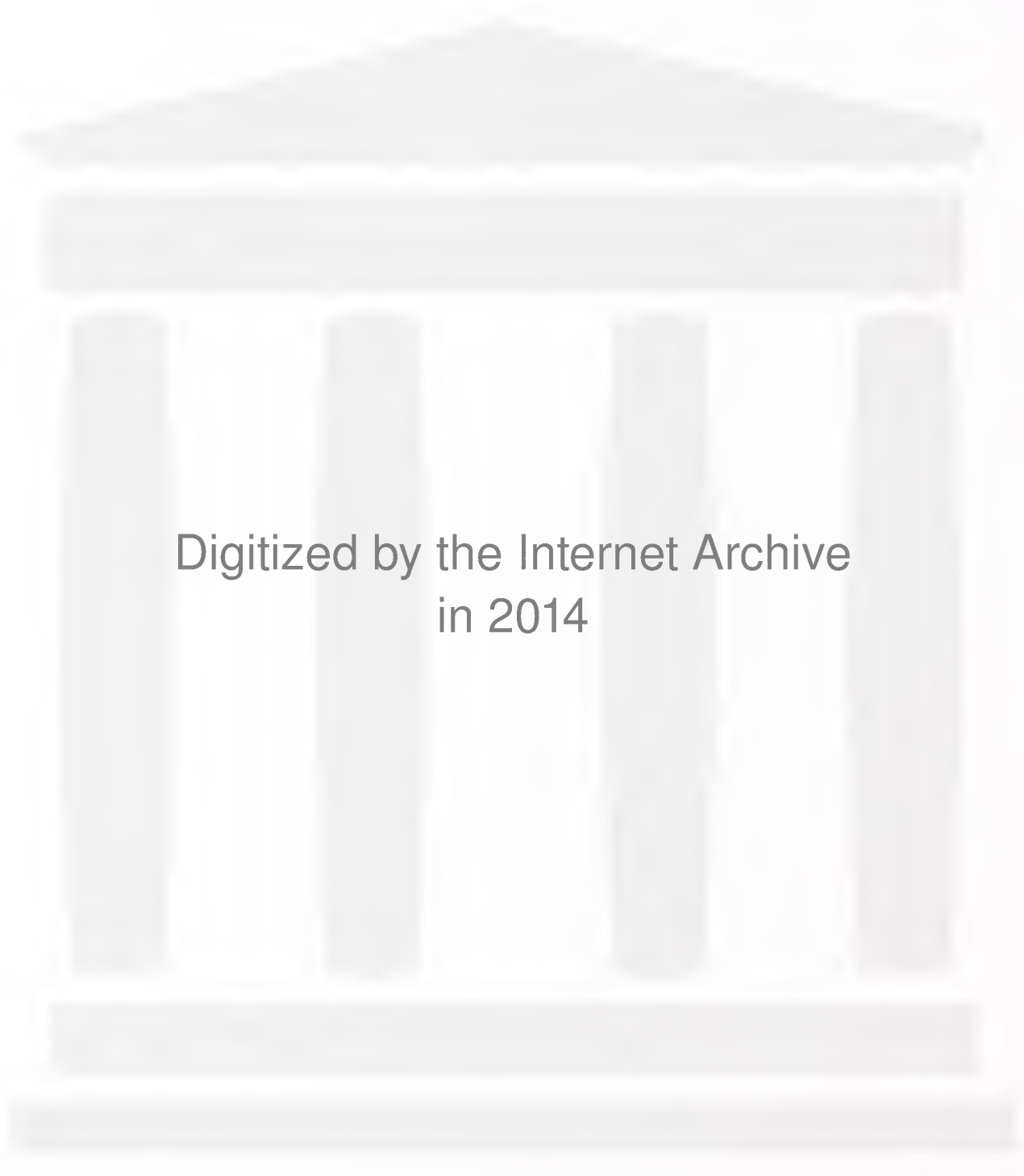
Photo shows Fred Staudaher, retiring mayor of Bozeman receiving a large aerial picture of that city from George Sime. The presentation took place as Staudaher was succeeded by Harry Marrow.

The large, mounted photos that are being presented to the larger cities in the state are taken by the large aerial camera mounted in the Department plane. The plane is maneuvered so that the camera takes an oblique photo instead of the regular vertical shots used in aerial photogrammetry.

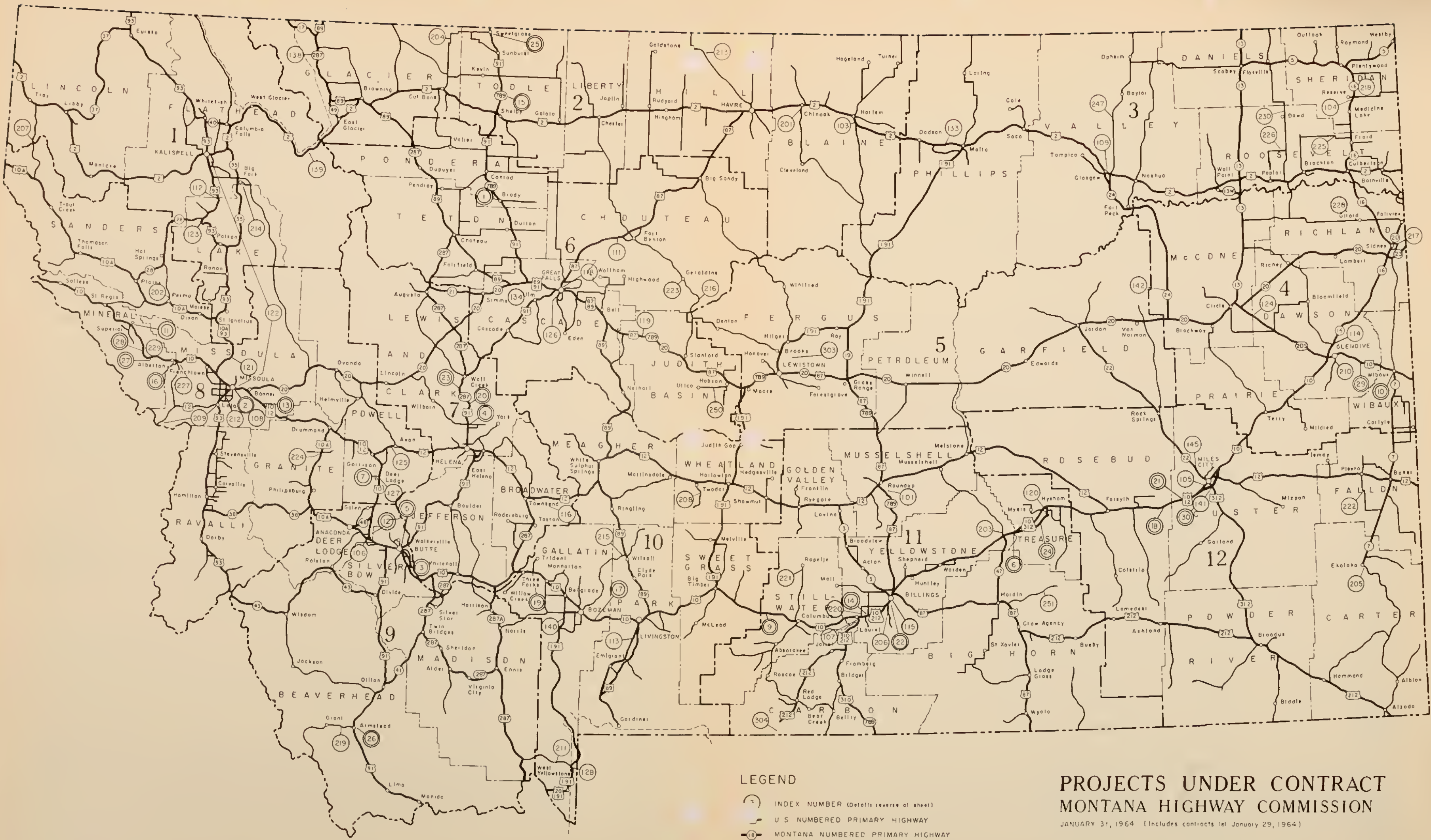
MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH , TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS			
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup) .
103	F 152 (7) U 2	8-31-64	One 213-ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U. S. 2 - S. of Harlem) .
106	F 193 (13)	5-15-64	11.6 miles grass seeding. (Montana 16 - Medicine Lake N.) .
106	F 135 (18)	5-15-64	0.6 miles seeding & mulching. (U. S. 10 - W. of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U. S. 10A - E. of Anaconda) .
107	F-FG 68 (12) U 2	5-15-64	Four prestressed concrete beam bridges, dual 70-ft.-Clark Fork & dual-148-ft.-NP RY. (U. S. 10A - E. of Anaconda) .
108	ROW-F-FG 68 (8)	5-15-64	2.7 miles fencing. (U. S. 10A - E. of Anaconda) .
108	F 134 (6)	9-30-64	0.7 miles grade, drain, surface & plant mix bituminous surface. (U. S. 212 - Laurel S.) .
108	F 219 (18)	6-15-64	0.2 mile grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Rattlesnake Creek. (U. S. 10 - In Missoula) .
109	F 144 (8)	5-15-64	4.7 miles grass seeding. (U. S. 2 - Glasgow E.) .
111	F 149 (19) & F 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface. (U. S. 87 - S.W. of Fort Benton) .
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 93 - S. of Kalispell) .
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocate portion of NP RY tracks. (U. S. 89 - S. of Livingston) .
114	F 245 (16)	10-30-64	5.3 miles grade, drain, aggregate & plant mix bituminous surface. One-112-ft. prestressed concrete beam bridge - Deer Creek. (Montana 16-N. E. of Glendive) .
115	U FG 228 (16)	5-15-64	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U. S. 10 - In Billings) .
116	F 228 (19) U 1	9-1-64	0.6 mile grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U. S. 10 - West Billings Interchange) .
116	F 228 (21)	9-1-64	0.6 mile fencing. (U. S. 10 - West Billings Interchange) .
118	F 264 (8)	5-31-64	1.5 miles signing, signals & lighting. (U. S. 10 - In Billings) .
118	F 149 (20)	10-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
119	F 395 (3) & F 395 (5)	6-30-64	0.4 mile signing & delineation. (U. S. 87 - N. of Great Falls) .
119	F 235 (25)	5-15-64	1.5 miles signing & delineation. (14th & 15th St. - In Great Falls N.) .
120	F 235 (31)	5-15-64	7.6 miles grade, drain, surface, plant mix bituminous surface. One-81-ft. prestressed concrete beam bridge-Otter Creek. (U. S. 87 - W. of Stanford) .
121	F 114 (5)	9-1-64	4.0 miles plant mix bituminous surface. (U. S. 87 - W. of Stanford) .
121	F FG 219 (16) U 1	5-15-64	2.4 miles grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate) .
122	F 219 (19)	5-15-64	9.8 miles grade, drain, surface & plant mix bituminous surfacing. (U. S. 10 A - N. W. of Missoula) .
122	F 9999 (1)	5-15-64	9.8 miles seeding & mulching. (U. S. 10 A - N. W. of Missoula) .
123	F 191 (20) U 1	5-15-64	119 miles signing. (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
124	F 246 (13)	11-15-64	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Polson) .
125	F 249 (15)	5-15-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20 S - S.E. of Circle) .
126	U 227 (6) & F 388 (6)	5-15-64	0.6 mile grade, drain & slide area stabilization. (U. S. 12 - E. of Garrison) .
127	F 388 (7)	6-30-64	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Avenue S. Bypass-In Great Falls) .
127	F 184 (15)	5-15-64	0.6 miles highway lighting. (10th Avenue S. - In Great Falls) .
128	ERFO 41 (1)* *	1964	1.1 miles seeding & mulching. (U. S. 10 N. of Deer Lodge) .
133	F 153 (9)	5-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge - Cougar Creek. (U. S. 191 - N. of W. Yellowstone) .
134	F 176 (7)	7-30-64	9.0 miles grass seeding. (U. S. 2 - E. of Dodson) .
138	F 210 (3)	5-15-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms) .
139	F 227 (5)	5-15-64	6.0 miles plant mix bituminous surfacing. (U. S. 89 - N. W. of Browning) .
139	F 227 (6)	5-15-64	4.0 miles plant mix bituminous surfacing. (U. S. 89 - N. E. of Browning) .
140	FHP 13-3 (1)*	1964	4.3 miles grade, drain, surface, & plant mix surfacing. (U. S. 89 - N. W. of Browning) .
141	F 209 (4)	9-15-64	4.1 miles grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek. (U. S. 2 - S. W. - E. Glacier) .
141	F 86 (22)	5-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U. S. 191 - W. of Bozeman) .
142	F 315 (17)	5-15-64	0.8 mile seeding & mulching. (U. S. 10 - S. W. of Miles City) .
145	F 315 (18)	5-15-64	12.0 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
145	F 157 (19)	7-15-64	11.4 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
145			10.9 miles grade, drain, surface, & plant mix bituminous surface. Widen one-164-ft.-Concrete T Beam Bridge to 28-ft. roadway S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City) .
FEDERAL AID SECONDARY PROJECTS			
201	S 311 (5)	8-31-64	0.9 mile grade, drain, aggregate & road mix bituminous surface. One 213-ft. prestressed concrete beam bridge-Milk River. (S. of Chinook) .
202	S 58 (6)	8-31-65	1.1 mile grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Perma North) .
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 562-ft. riveted plate girder bridge. (N. of U. S. 10 & Montana 47) .
204	S 316 (11)	9-30-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank) .
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surface. (Ekalaka S.) .
206	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing. (Ekalaka S.) .
206	S 192 (3)	5-15-64	Dual prestressed concrete beam bridges-I 90 Separation. (S. W. of Billings) .
207	S-SG 192 (4) U 1	9-1-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange) .
208	S-SG 192 (4) U 2	9-1-64	1.0 miles fencing. (Connection to W. Billings Interchange) .
208	FHP 5-1 (1) 2 (2) *	1964	13.8 miles plant mix bituminous surfacing. (S. of Troy) .
209	FHP 11-1 (1) & S 391 - FH*	1964	7.3 miles grade, drain, aggregate & plant mix bituminous surface. One 112-ft. prestressed concrete beam bridge-Musaelshell River. (Twodot S.) .
210	S 359 (7)	10-15-64	32.5 miles grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U. S. 12 - Lolo to Idaho State line) .
211	ERFO 41 (1) **	1964	3.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 50-ft. treated timber bridge-Drainage. (Glendive S.) .
212	S 218 (7)	6-15-64	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75-ft.-Grayling Creek & 124-ft.-Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone) .
213	S 301 (13)	9-1-64	1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula) .
214	S 65 (6)	5-15-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N. W. of Havre) .
215	S 65 (7)	9-15-64	4.9 miles grade & drain. One 245-ft. prestressed concrete beam bridge - Swan River. (S. of Big Fork E.) .
216	ROW S 370 (13)	5-15-64	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork E.) .
217	S 370 (15)	5-15-64	Reet 239 rods of fencing. (W. of Wilsall) .
218	S 307 (14)	9-1-64	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall) .
219	S 389 (3)	5-15-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine) .
220	S 417 (3)	9-15-64	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop) .
221	S 85(00) U 2 & S 85 (3) U 2	5-15-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S. E. of Plentywood) .
222	S 192 (7)	9-30-64	Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Cr. One 71-ft.-Medicine lodge Cr. (Armstead W.) .
223	S 129 (8)	5-15-64	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N. E. of Laurel) .
224	S 401 (3) U 1	5-15-64	7.0 miles grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.) .
225	S 401 (3) U 2	6-30-64	8.2 miles grade, drain & aggregate surfacing. (Plevna S.) .
226	S 290 (16) & S 307 (12)	7-1-64	Two 132-ft. prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
227	S 413 (3)	10-30-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. Of Geraldine S.) .
228	S 414 (3)	10-30-64	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.) .
229	S 200 (5)	5-15-64	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.) .
230	S 418 (3)	8-31-64	1.9 miles fencing. (S. of Drummond E.) .
231	S 407 (2)	5-15-64	2.5 miles fencing. (S. of Drummond W.) .
232	S 361 (12)	10-31-64	13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Froid W.) .
233	S 419 (3)	11-15-65	0.7 miles grade, drain & aggregate surface. One 245-ft. prestressed concrete beam bridge - Poplar River. (N. E. of Poplar) .
234	S 15 (10)	9-1-64	0.3 miles grade, drain & aggregate surface. One 457-ft. welded steel plate girder bridge - Clark Fork. (S. E. of Alberton) .
235	S 368 (17)	7-16-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.) .
236	S 402 (3)	5-15-64	0.9 mile grade, drain, aggregate surface. 0.7 mile plant mix bituminous surface. (Approach I 90 Separation - W. of Alberton) .
237	S 121 (4)	5-15-64	15.0 miles plant mix bituminous surface. (S. of Flaxville) .
238	S 322 (7)	5-15-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow) .
239			7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N. E. of Culbertson) .
240			11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson) .
241			6.3 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Hardin) .
OFF SYSTEM PROJECTS			
303	R AD 7 (1) *	1964	8.7 miles grading, drainage & aggregate surfacing. (Brooks E.) .
304	FHP 59-2 (1) & FL 59 (1),(2)*	1964	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge) .

* - Bureau of Public Roads Projects.

** - Bureau of Public Roads Projects. - Map Index Numbers 128 and 211 one contract.



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LEGEND

- INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

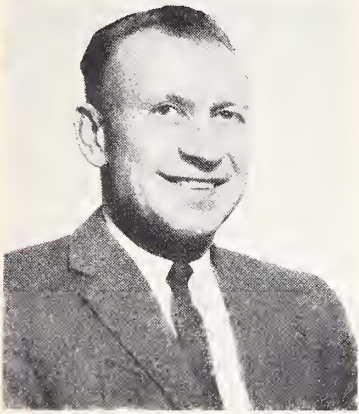
PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

JANUARY 31, 1964 (Includes contracts let January 29, 1964)

INDEX NUMBER	PROJECT NUMBER	COMPLETION DATE	LENGTH , TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1 I 15-6 (5) 312 U 2 I 15-7 (3) 312 U 3 I 15-7 (3) 312 U 2 I 15-6 (6) 311 & I 15-7 (4) 312 I 15-6 (7) 311 I 15-7 (5) 312	7-1-64 7-1-64 7-1-64 7-1-64 5-15-64 7-1-64 5-15-64 5-15-64	11.6 miles grade, drain, surface & plant mix bituminous surfacing. (U. S. 91 - Brady S. to N.). 1.0 mile fencing. (U. S. 91 - Brady S. to N.). 10.6 miles fencing. (U. S. 91 - Brady S. to N.). Two prestressed concrete bridges. One 183 ft. Brady Interchange and one 153 ft. County Road Separation. (U. S. 91 - Brady S. to N.). 11.6 miles signing & delineation. (U. S. 91 - Brady S. to N.). 1.0 mile seeding & mulching. (U. S. 91 - Brady S. to N.). 10.6 miles seeding & mulching. (U. S. 91 - Brady S. to N.).
2	I 90-2 (14) 105	7-31-64	472 ft. of 24 inch R.C.P. Storm Sewer. (Van Buren St. - In Missoula).
3	I 90-4 (8) 226 U 1 I 90-4 (8) 226 U 2 I 90-4 (8) 226 U 3	9-30-65 5-30-65 7-31-64	2.8 miles four lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment 190 - Butte S. E.). 2.8 miles fencing. (New alignment - Butte S. E.). One 246 ft. prestressed concrete beam underpass - County Road Separation. (New alignment I 90 - Butte S. E.).
4	I 15-4 (6) 186 U 4 I 15-4 (11) 182 I 15-4 (15) 186	5-15-64 5-15-64 5-15-64	8.2 miles fencing and cattle guards. (U. S. 91 - Helena N.). 28.2 miles seeding & mulching. (U. S. 91 - S. of Helena N.). 8.2 miles signing. (U. S. 91 - Helena N.).
5	I-IG 15-2 (16) 126 U 1 & I 115-2 (2) 126 U 1 I-IG 15-2 (16) 126 U 2 & I 115-2 (2) 126 U 2 I-IG 15-2 (16) 126 U 3 I 115-2 (2) 126 U 3 I-IG 15-2 (16) 126 U 4 I 15-2 (2) 126	9-30-64 9-30-64 9-30-64 10-15-64	2.6 miles grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling. (U. S. 91 - Butte W.). Five structures. Two prestressed concrete beam overpasses. One 301 & 321 ft. B&P RY. & CMST&P RR. Three steel & concrete overpasses. One 442 & 489 ft. NP RY & Clark Fork. One 244 ft. W. Butte Interchange. (U. S. 91 - Butte W.). 2.2 miles fencing. (U. S. 91 - Butte W.). 0.4 mile fencing. (U. S. 91 - Butte W.). Dual 463 ft. steel & concrete overpasses - NP RY & CMST&P RR. (U. S. 91 - Butte W.). 5.5 miles signing, delineation & lighting. (U. S. 91 - W. of Butte E.).
6	I 94-2 (5) 55 U 1 I 94-2 (5) 55 U 2	5-15-64 5-15-64	6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (U. S. 10 - S. of Hysham). 6.4 miles fencing. (U. S. 10 - S. W. of Hysham).
7	I 90-3 (11) 180	5-15-64	8.6 miles seeding & mulching. (U. S. 10 - N. & S. of Deer Lodge).
9	I 90-7 (8) 387 U 1 & I-IG 90-8 (12) 388 U 1 I-IG 90-8 (12) 388 U 2 I 90-7 (8) 387 U 3 I-IG 90-8 (12) 388 U 4 I 90-7 (11) 387 & I 90-8 (18) 388 I 94-7 (6) 233	5-15-64 5-15-64 5-15-64 5-15-64 5-15-64 5-15-64 5-15-64	5.9 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - N. of Columbus). 4.6 miles grade, drain, surface, plant mix bituminous, seal coat oil. Frontage roads. (U. S. 10 - N. of Columbus). 5.9 miles fencing. (U. S. 10 - W. of Columbus). 4.6 miles fencing. (U. S. 10 - W. of Columbus). 10.5 miles signing & delineation. (U. S. 10 - W. of Columbus). 15.2 miles seeding & mulching. (U. S. 10 - W. of Wibaux E.).
10	I 90-1 (16) 43	8-30-64	6.7 miles seeding & mulching. (U. S. 10 - N. & S. of Superior).
11	I-IG 90-4 (7) 205 U 1	9-1-64	4.5 miles four-lane divided, grade, drain, cement stabilized base, surfacing & plant mix bituminous surfacing. Frontage roads, rest areas, signing & delineation. (U. S. 10 - S. of Deer Lodge).
12	I-IG 90-4 (7) 205 U 2 I-IG 90-4 (7) 205 U 3 I-IG 90-2 (10) 110 U 1 I 90-2 (11) 114 U 1 I 90-2 (11) 114 U 2 I-IG 90-2 (10) 110 U 2 I-IG 90-2 (10) 110 U 3	6-30-64 5-15-64 7-1-64 9-1-64 7-1-64 5-15-64 7-31-64	Three prestressed concrete beam structures. One 206-ft. Anaconda Interchange. Dual 211-ft. overpasses - CMST&P RR. (U. S. 10 - S. of Deer Lodge). 4.5 miles fencing. (U. S. 10 - S. of Deer Lodge). 4.3 miles four-lane divided, grade, drain, surface & plant mix bituminous surfacing. (U. S. 10 - N. of Bonner E.). 4.9 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Frontage roads. (U. S. 10 - S. E. of Bonner), 4.9 miles fencing. (U. S. 10 - S. E. of Bonner). 4.3 miles fencing. (U. S. 10 - W. of Bonner E.). Eight structures. Dual 343-ft. Steel Plate Girder-Blackfoot River. Six prestressed concrete beams, dual 153-ft. - CMST&P RR. Dual 118-ft. frontage road separation. Dual 118-ft. - Turah Interchange. (U. S. 10 - N. of Bonner E.). Four continuous welded steel plate girder bridges - Dual 455-ft. & dual 404-ft. - Clark Fork. (U. S. 10 - W. of Bonner E.). One 245-ft. prestressed concrete beam underpass - U. S. 10. (U. S. 10 - W. of Bonner). 5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface, Weigh Station. (U. S. 10 - Laurel E.). Eight structures, two 364-ft. steel overpasses (U. S. 212 - Laurel Interchange) six prestressed concrete beam structures, one 245-ft. county road separation, two 118-ft. Mossman Interchange & three 40-ft.-B.B.&A. Canal. (U. S. 10 - Laurel E.). 5.3 miles fencing. (U. S. 10 - Laurel E.).
14	I 90-2 (22) 108 I 90-2 (23) 110 I-IG 90-8 (17) 433 U 1 I-IG 90-8 (17) 433 U 2	5-31-65 5-31-64 9-30-64 6-30-64	12.0 miles, grade, drain, surface, plant mix bituminous surface, rest areas & signing. (U. S. 91 - N. of Shelby). Two prestressed concrete beam structures, one 168-ft. - Co. Rd. Interchange, One 118-ft. - Oilmont Interchange. (U. S. 91 - N. of Shelby). 12.0 miles fencing. (U. S. 91 - N. of Shelby). 12.0 miles seeding & mulching. (U. S. 91 - N. of Shelby).
15	I 15-8 (14) 357 U 1 I 15-8 (14) 357 U 2 I 15-8 (14) 357 U 3 I 15-8 (15) 357 I 90-2 (16) 81	11-1-64 12-31-64 5-15-64 5-15-64 9-30-64	One 879-ft. welded steel plate girder bridge - Clark Fork. Dual 123-ft. prestressed concrete beam bridges - Nine Mile Interchange. (U. S. 10 - E. of Alberton). One 981-ft. welded steel plate girder bridge - Clark Fork & CMST&P RR. (U. S. 10 - E. of Alberton). 4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U. S. 10 - E. of Alberton). 4.3 miles fencing. (U. S. 10 - E. of Alberton). 2.8 miles seeding & mulching. (U. S. 10 - Alberton W.). 2.2 miles seeding & mulching. (U. S. 10 - Alberton E.). 5.3 miles seeding & mulching. (U. S. 10 - E. of Bozeman). 4.9 miles seeding & mulching. (U. S. 10 - E. of Forsyth).
16	I-IG 90-6 (9) 276 I-IG 90-6 (10) 282 U 1 I-IG 90-6 (10) 282 U 2 IG 90-6 (15) 276 IG 90-6 (11) 287	6-30-64 7-31-64 7-31-64 7-31-64	Dual 735 & 624-ft. prestressed concrete beam structures-CMST&P RR., NP RY., & Madison River. (U. S. 10 - E. of Three Forks). 5.0 miles four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158-ft.CMST&P RR. One 235-ft. Manhattan Interchange. (U. S

INDEX NUMBER	PROJECT	NUMBER	PROBABLE	COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
			FEDERAL AID PRIMARY PROJECTS			
101	F 33 (6) & F 108 (9)		9-30-64		8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup).	
103	F 152 (7) U 2		8-31-64		One 213-ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe - Indian Service Irrigation Canal. (U. S. 2 - S. of Harlem).	
1	F 193 (13)		5-15-64		11.6 miles grass seeding. (Montana 16 - Medicine Lake N.).	
16,	F 135 (18)		5-15-64		0.6 miles seeding & mulching. (U. S. 10 - W. of Miles City).	
106	F-PG 68 (12) U 1		9-1-64		2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U. S. 10A - E. of Anaconda).	
	F-PG 68 (12) U 2		5-15-64		Four prestressed concrete beam bridges, dual 70-ft.-Clark Fork & dual-146-ft.-NP RY. (U. S. 10A - E. of Anaconda).	
	RDW-F-PG 68 (8)		5-15-64		2.7 miles fencing. (U. S. 10A - E. of Anaconda).	
107	F 134 (6)		9-30-64		9.2 miles grade, drain, surface & plant mix bituminous surface. (U. S. 212 - Laurel S.).	
108	F 219 (18)		6-15-64		0.2 mile grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Rattlesnake Creek. (U. S. 10 - In Missoula).	
109	F 144 (8)		5-15-64		4.7 miles grass seeding. (U. S. 2 - Glasgow E.).	
111	F 149 (19) & F 252 (15)		9-15-64		4.8 miles grade, drain, surface & plant mix bituminous surface. (U. S. 87 - S.W. of Fort Benton).	
112	F 191 (24)		8-31-65		5.9 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 93 - S. of Kallispell).	
113	F 217 (11)		10-15-65		9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocate portion of NP & tracks. (U. S. 89 - S. of Livingston).	
114	F 245 (16)		10-30-64		5.3 miles grade, drain, aggregate & plant mix bituminous surface. One-112-ft. prestressed concrete beam bridge - Deer Creek. (Montana 16-W. E. of Glendive).	
115	U FG 228 (16)		5-15-64		1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U. S. 10 - In Billings).	
	F 228 (19) U 1		9-1-64		0.6 mile grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U. S. 10 - West Billings Interchange).	
	F 228 (19) U 2		9-1-64		0.6 mile fencing. (U. S. 10 - West Billings Interchange).	
	F 228 (21)		5-31-64		1.5 miles signing, signals & lighting. (U. S. 10 - In Billings).	
116	F 264 (8)		10-31-64		6.4 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 12 - Townsend E.).	
118	F 149 (20)		6-30-64		0.4 mile signing & delineation. (U. S. 87 - N. of Great Falls).	
	F 395 (3) & F 395 (5)		6-30-64		1.5 miles signing & delineation. (14th & 15th St. - In Great Falls N.).	
119	F 235 (25)		5-15-64		7.6 miles grade, drain, surface, plant mix bituminous surface. One-81-ft. prestressed concrete beam bridge-Other Creek. (U. S. 87 - W. of Stanford).	
	F 235 (31)		5-15-64		4.0 miles plant mix bituminous surface. (U. S. 87 - W. of Stanford).	
120	F 114 (5)		9-1-64		2.4 miles grade, drain, surface & plant mix bituminous surface. (Hynham connection to Interstate).	
121	F FG 219 (16) U 1		5-15-64		9.8 miles grade, drain, surface & plant mix bituminous surface. (U. S. 10A - N. W. of Missoula).	
	F 219 (19)		5-15-64		9.8 miles seeding & mulching. (U. S. 10A - N. W. of Missoula).	
122	F 9999 (1)		5-15-64		11.9 miles signing. (U. S. 10, 10A, & 93 - Missoula to Kallispell).	
123	F 191 (20) U 1		5-15-64		7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Poleon).	
124	F 246 (13)		11-15-64		9.2 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 20 S - S.E. of Circle).	
125	F 249 (15)		5-15-64		0.6 mile grade, drain & olde area stabilization. (U. S. 12 - E. of Garrison).	
126	U 227 (6) & F 388 (6)		5-15-64		2.6 miles street widening, curbs, plant mix bituminous surface, traffic signals & signing. (10th Avenue S. Bypass-In Great Falls).	
	F 388 (7)		6-30-64		0.6 miles highway lighting. (10th Avenue S. - In Great Falls).	
127	F 184 (15)		5-15-64		1.1 miles seeding & mulching. (U. S. 10 N. of Deer Lodge).	
128	ERFO 41 (1)* *		1964		1.0 mile grade, drain, aggregate & plant mix bituminous surface. One 36-ft. concrete slab bridge - Cougar Creek. (U. S. 191 - N. of W. Yellowstone).	
133	F 153 (9)		5-15-64		9.0 miles grass seeding. (U. S. 2 - E. of Dodson).	
134	F 176 (7)		7-30-64		5.3 miles grade, drain, surface & plant mix bituminous surface. (Montana 20 - E. of Sigma).	
138	F 210 (3)		5-15-64		6.0 miles plant mix bituminous surface. (U. S. 89 - N. W. of Browning).	
	F 227 (5)		5-15-64		4.0 miles plant mix bituminous surface. (U. S. 89 - N. E. of Browning).	
	F 227 (6)		5-15-64		4.3 miles grade, drain, surface, & plant mix surface. (U. S. 89 - N. W. of Browning).	
139	FHP 13-3 (1)*		1964		4.1 miles grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek. (U. S. 2 - S. W. - E. Glacier).	
140	F 209 (4)		9-15-64		5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U. S. 191 - W. of Bozeman).	
141	F 86 (22)		5-15-64		0.8 mile seeding & mulching. (U. S. 10 - S. W. of Miles City).	
142	F 315 (17)		5-15-64		12.0 miles grass seeding. (Montana 24 - S.E. of Fort Peck).	
	F 315 (18)		5-15-64		11.4 miles grass seeding. (Montana 24 - S.E. of Fort Peck).	
144	F 157 (19)		7-15-64		10.9 miles grade, drain, surface, & plant mix bituminous surface. Widen one-164-ft.-Concrete T Beam Bridge to 28-ft. roadway S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City).	
FEDERAL AID SECONDARY PROJECTS						
201	S 311 (5)		8-31-64		0.9 mile grade, drain, aggregate & road mix bituminous surface. One 213-ft. prestressed concrete beam bridge-Milk River. (S. of Chinook).	
202	S 58 (6)		8-31-65		1.1 mile grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Ferna North).	
203	S 236 (8)		8-30-64		1.2 miles grade, drain, surface. One 562-ft. riveted plate girder bridge. (N. of U. S. 10 & Montana 47).	
204	S 316 (11)		9-30-64		7.6 miles grade, drain, aggregate & plant mix bituminous surface. (N. of Cut Bank).	
205	S 318 (4) & S 347 (11)		8-31-65		8.2 miles grade, drain, aggregate & plant mix bituminous surface. (Ekalaka S.).	
	S 318 (3) & S 347 (10)		8-31-64		8.2 miles fencing. (Ekalaka S.).	
206	S 192 (3)		5-15-64		Dual prestressed concrete beam bridges-I 90 Separation. (S. W. of Billings).	
	S-SG 192 (4) U 1		9-1-64		1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange).	
	S-SG 192 (4) U 2		9-1-64		1.0 miles fencing. (Connection to W. Billings Interchange).	
207	FHP 5-1 (1) 2 (2) *		1964		13.8 miles plant mix bituminous surface. (S. of Troy).	
208	S 18 (6)		10-30-64		7.3 miles grade, drain, aggregate & plant mix bituminous surface. One 112-ft. prestressed concrete beam bridge-Musselshell River. (Twoot S.).	
209	FHP 11-1 (1) & S 391 - FH*		1964		32.5 miles grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U. S. 12 - Lolo to Idaho State Line).	
210	S 359 (7)		10-15-64		3.0 miles grade, drain, aggregate & plant mix bituminous surface. One 50-ft. treated timber bridge-Drainage. (Glendive S.).	
211	ERFO 41 (1) **		1964		15.6 miles grade, drain, aggregate & plant mix bituminous surface. Two concrete slab bridges, 75-ft.-Grayling Creek & 124-ft.-Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone).	
212	S 218 (7)		6-15-64		1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula).	
213	S 301 (13)		9-1-64		5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N. W. of Havre).	
214	S 65 (6)		5-15-64		4.9 miles grade & drain. One 245-ft. prestressed concrete beam bridge - Swan River. (S. of Big Fork E.).	
	S 65 (7)		9-15-64		4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork E.).	
215	RDW S 370 (13)		5-15-64		Reset 239 rods of fencing. (W. of Miles).	
	S 370 (15)		5-15-64		6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Miles).	
216	S 307 (14)		9-1-64		6.1 mile grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little bottle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine).	
217	S 389 (3)		5-15-64		2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop).	
218	S 447 (3)		9-15-64		7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S. E. of Plentywood).	
219	S 85(00) U 2 & S 85 (3) U 2		5-15-64		Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead N.).	
220	S 192 (7)		9-30-64		3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N. E. of Laurel).	
221	S 129 (8)		5-15-64		7.0 miles grade, drain, surface, & plant mix bituminous surface. (Rapelle S.).	
222	S 401 (3) U 1		5-15-64		8.2 miles grade, drain & aggregate surfacing. (Plevna S.).	
	S 401 (3) U 2		6-30-64		Two 132-ft. prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.).	
223	S 290 (16) & S 307 (12)		7-1-64		4.9 miles grade, drain, surface, & plant mix bituminous surface. Widen three timber bridges. (N. Of Geraldine S.).	
224	S 443 (3)		10-30-64		1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).	
	S 444 (3)		10-30-64		2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).	
	S 443 (2)		8-1-64		1.9 miles fencing. (S. of Drummond E.).	
	S 444 (2)		8-1-64		2.5 miles fencing. (S. of Drummond W.).	
225	S 200 (5)		5-15-64		13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Froid W.).	
226	S 418 (3)		8-31-64		0.7 miles grade, drain & aggregate surface. One 245-ft. prestressed concrete beam bridge - Poplar River. (N. E. of Poplar).	
227	S 407 (2)		10-31-64		0.3 miles grade, drain & aggregate surface. One 457-ft. welded steel plate girder bridge - Clark Fork. (S. E. of Alberton).	
228	S 361 (12)		7-15-64		6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard N. to E.).	
229	S 419 (3)		11-15-65		0.9 mile grade, drain, aggregate surface. 0.7 mile plant mix bituminous surface. (Approach I 90 Separation - W. of Alberton).	
230	S 15 (10)		9-1-64		15.0 miles plant mix bituminous surface. (S. of Flaxville).	
247	S 368 (17)		7-16-64		8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow).	
248	S 402 (3)		5-15-64		7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N. E. of Culbertson).	
25*	S 121 (4)		5-15-64		11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson).	
21	S 322 (7)		5-15-64		6.3 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Hardin).	
OFF SYSTEM PROJECTS						
303	R AD 7 (1) *		1964		8.7 miles grading, drainage & aggregate surfacing. (Brooks E.).	
304	FHP 59-2 (1) & FL 59 (1),(2)*		1964		8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge).	
* - Bureau of Public Roads Projects. ** - Bureau of Public Roads Projects. - Map Index Numbers 128 and 211 one contract.						

In Memoriam



The Department was stunned and saddened to hear of the tragic car accident which happened on Sunday, January 26, in Wolf Creek Canyon. The accident took the life of both Al Griener, Administrative Engineer and his

wife Beth. Mrs. Griener was killed instantly, but hope was held out for Al till his passing on Friday, the 31st.

Al was a friend to all, and was well known all over Montana and in highway groups all over the nation. He was a frequent attendant at WASHO, AASHO and other highway meetings, and made many appearances at highway association meetings in Montana and adjoining states.

In addition to Al's many duties in the Department he found time to be active in community life, having been a Master of Lodge No. 9, and active in Scottish Rite. He was active in Boy Scout work and in his church, having played a major part in its completion. The new Plymouth Congregational church was dedicated on the Sunday prior to his funeral.

The Griener's are survived by one son, Bill, who is a sophomore at Montana State University; 4 brothers and 2 sisters also survive Al.



GERALD WILLIAMS



DON SLATER

Gerald Williams and Don Slater, both of Miles City, were both fatally injured while spreading sand on a bridge approach on U.S. 312, just south of Miles City.

Gerry was driving the truck and Don was on the load of sand when it was struck by a semi hauling 181 hogs to market. The impact pushed the sanding truck through the bridge railing where it dropped to the creek bottom, instantly killing Williams. Slater died several days later.

Our sympathy is extended to the families of these two men, killed in the line of duty and attempting to make driving safer for their fellow men.

It will be recalled that five years ago to the month, Gerald Williams was involved in a very similar accident, although not seriously injured, he was thrown out of the truck box into the borrow pit. The driver of the sanding unit at that time has never been able to resume work.

IT AIN'T CHEAP!

Motorists who have a tendency to drive a little on the careless side, might give thought to the financial consequences. Let's assume a driver gets drowsy, and his car runs into a guard rail. The damage is not too bad, either to the car or the guard rail, and there are no injuries. When the driver of the car gets a bill for repair of his car, AND another bill for repair of the guard rail, he might think twice the next time before he lets drowsiness overtake his better judgment.

In 1963, the Montana Highway Department collected \$7,118.59 from individuals who damaged guard rails. In addition, \$4,378.08 was billed to those who damaged bridges. In the case of signs, another \$1,779.26 was collected and \$2,637.03 came from those who were responsible for the damage to Highway Department vehicles.

So remember, if you cause damage to other people's property, you or your insurance company will have to foot the bill. Just another reason for driving carefully!



NEW MHD BUILDING AT LEWISTOWN

All roads lead to Lewistown on Saturday, March 7, between 10:00 and 2:00 p. m. During that time, the new MHD headquarters building will be the scene of an Open House to enable the public to view the new facilities recently completed.

Milo Lahn, District Engineer at Lewistown, wants to invite all the MHD personnel to attend the open house, see the new building, and have a cup of coffee.

This new building will relieve the former cramped quarters occupied by MHD, and make working conditions more efficient and comfortable.

The photo was taken by MHD photographer Marvin Kelland, just as the Highway Plane was coming in for a landing. This shows the proximity of the new building to the airport which is just to the left, out of the picture.

CHAMPION PROMOTED

Robert Champion, who just recently was promoted to Training-In-Service Engineer has been advanced again.

He will now serve as an Assistant State Highway Engineer, a post which will be newly created. The establishment of this position was called for in the Jorgenson Study which was submitted to the Commission nearly two years ago.

The duties will be to assist the State Highway Engineer in many of his administrative duties.

'64 NATIONAL HIGHWAY REVENUE

In an estimate just released by the Department of Commerce, there will be a total of \$13.5 billion collected from all sources for the

purpose of building roads and highways in this nation in 1964.

Of the total, only \$3.6 billion will end up in the Federal Highway Trust Fund, while most of the balance will be administered by the states, cities and counties.

Capital outlay for right of way, engineering and construction will amount to \$8.1 billion, maintenance \$3.2 billion.

WE'RE SORRY, FELLAS!

The editor and his staff, in attempting to create a bit of levity for our readers, sincerely hope that the three ribbon-cutters in the January issue took no offense at having their abridged photos in the magazine.

The editor meant to give them some long deserved publicity, as they are three of the best right-of-way men in the state.

NEWS FROM THE DIVISIONS

KALSPELL

A feminine touch was added to a man's job on the West Shore of Flathead Lake, on project F-191 (24).



Zook Brothers Construction Co., of Great Falls, hired Carol Bradford for the job of flagging traffic. Glen Zook stated that qualifications for a good flag woman include a pleasant smile, public relations, and be easy on the eyes. The lady with the "Stop" sign meets these specifications.

Motorists who have been annoyed by the delay which accompanies the familiar sign, "Stop for Flagman," forget their impatience when the flagman turns out to be a "flag-woman" with a sweet voice, and a charming smile.

Bill Hebert, resident engineer, has the enviable position of checking the working hours of the girls. We're pretty sure he makes notes of their names and telephone numbers, but he didn't confide in the writer.

* * *

The Kalispell Division employees were sorry to hear of Marshall Beatty's recent illness which kept him off the job for a month. Marshall is the congenial Maintenance Foreman for the western half of the Kalispell division and during his illness, Francis (Bum) Toombs has had an extra load, but knowing Bum, it wasn't anything he couldn't handle adequately.

MILES CITY

Another tragedy struck the Highway Department in Bozeman last week when Ed Schroeder, a truck driver in that Division, died of a gun shot wound, apparently self-inflicted, on Monday, February 3.

* * * *

Richard Tobel was recently transferred to the Missoula Division for an assignment on concrete structures.

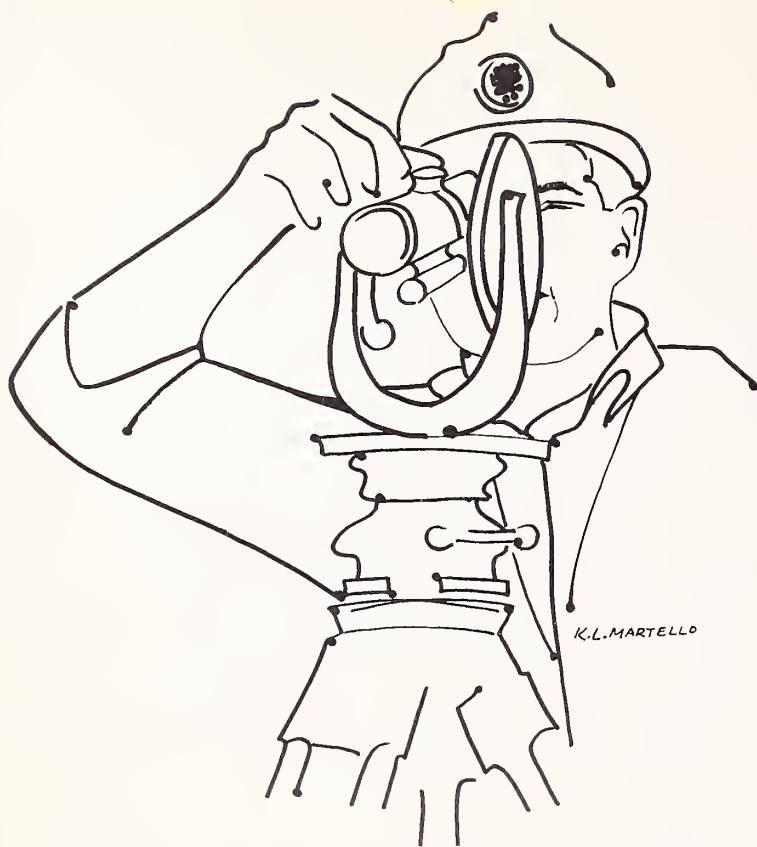
Charles R. Quackenbush and crew—Ted Sturtz, Dick Stieber, Ken Cathey and Gary Houser have been transferred into the Butte Division.

GREAT FALLS

Personnel in the Great Falls Division were shocked by the sudden and untimely passing of C. S. Muir. "Red" was well known throughout the State in his capacity as Superintendent for McLaughlin's, Inc. He and several of his friends were on a deep sea fishing trip off the coast of Mexico when Mr. Muir suffered a fatal heart attack. Funeral services were held in Great Falls, February 4, 1964.

Project Engineer, Chas. W. Heber and his wife have just returned from an 8,000 mile tour of the Southern States. The Hebers covered them all from Sunny California to Rainy Florida. An interesting highlight of their trip was a personal interview with John Nance Garner in Mr. Garner's home in Uvalde, Texas. From what Charles relates "Cactus Jack" still retains a lot of the fire he exhibited when he was F. D. R.'s VP. Mr. Garner was 95 years young last November 22!!!

BOWLING TOURNAMENT: As of this date, very few entry blanks for the Third Annual Highway Department Bowling Tournament have been received. Please submit these blanks as soon as possible so that the Bowling Committee can start setting up the schedule. In submitting the entry blanks have your League secretary verify the averages submitted on your entry blanks. If any Divisions have any extra bowlers, but not enough to comprise a full team, please send their names along on the entry blanks and the Bowling Committee will try to make up teams for the extra bowlers.



A Salute to Engineers

Engineer's Week

February 17-23

IS YOUR ADDRESS CORRECT?

We in the Centerline office are in the process of bring our mailing list up-to-date. One of the principal reasons is to add the ZIP Code numbers which Uncle Sam's postoffice is now requiring. Therefore, please examine the address on your copy, and if it is not correct, or the Zip Code number is not there, please drop us a card or letter with the correction, and with the ZIP number. In all events, we need your ZIP number, because we understand that eventually, it will be a requirement. We just wanted to get the jump on the postman and have our files correct before the regulation goes into effect.

THINK!

Please take one moment—right now—to THINK about YOUR driving!

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